



CHAPTER 7: SPECIAL ISSUES



Residents look over future transportation projects planned for Harrison County at a public open house.

Introduction

Over the course of the comprehensive planning process, several specific areas have emerged as matters of significant concern and will require special attention over the planning horizon. Through focus group and steering committee discussions, these topics were explored in depth, and while some projects are still in the idea phase, it is important for this plan to acknowledge their importance to the future of Harrison County. These special issues include the proposed I-64 interchange west of Corydon, development of the I-64 Lanesville interchange, a potential general aviation airport, and a proposed Ohio River bridge connecting eastern Harrison County with western Jefferson County, Kentucky. So important are each of these projects to the development of Harrison County, they are represented in the goals and objects of the comprehensive plan outlined in Chapter 3 and listed below.

The issues highlighted in this chapter represent opportunities for Harrison County to encourage economic development, grow the county's tax base, and improve the quality of life for Harrison County residents. In order to ensure the orderly development of these strategic initiatives, Harrison County leaders must be actively involved in the planning and development of each project. Encouraging proactive planning and intergovernmental coordination, and facilitating public-private partnerships will be critical to the long-term success of these areas.



Goals and Objectives

Goal 1: Focus industrial and commercial development in strategic locations within Harrison County.

Objectives

1. Encourage value-added commercial and industrial development that utilizes resources produced in the county, such as forestry and agricultural products.
1. Require adequate infrastructure, including sewer service, for all commercial and industrial development.
2. Encourage commercial and industrial development at the Lanesville I-64 interchange and require sufficient infrastructure in place prior to development.
3. Encourage planned development in the current industrial park, around the proposed I-64 interchange and in other areas of the county with adequate infrastructure.
4. Evaluate the feasibility of a new airport in Harrison County, including the ability to attract commercial and industrial development.

I-64 Interchange

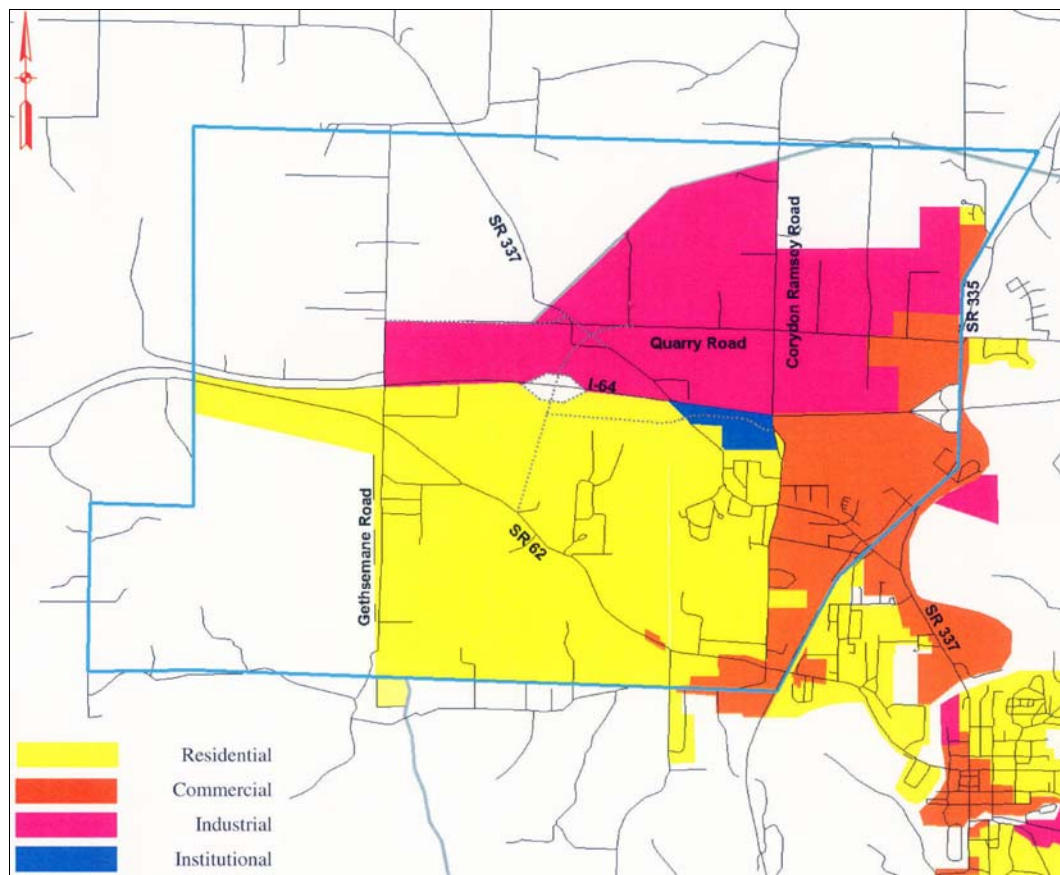
As discussed in Chapter 5, the Indiana Department of Transportation (INDOT) has identified the need for a new I-64 interchange located west of Corydon to address current congestion and design issues associated with the SR 135 interchange. Several studies have been conducted by Harrison County officials to determine the desired location and evaluate potential impacts, traffic operations, and project cost. The 2005 New I-64 Interchange Master Plan further examined the future development of the interchange and recommended desired land use based on public feedback and analysis. For more information on specific improvements associated with the new interchange, consult Chapter 5 of this document, as well as, the Harrison County Long Range Transportation Plan and the New I-64 Interchange Master Plan. These documents represent the official policy of Harrison County concerning the development of an I-64 interchange and should be considered a supplement to the current Harrison County Comprehensive Plan.

The New I-64 Interchange Master Plan recommends residential and industrial development adjoining the new interchange. Figure 2-1 below illustrates the future land use recommendations of the 2005 plan. The plan calls for residential development south of I-64, adjoining commercial areas northwest of Corydon. It also indicates an extension



of industrial development north of I-64 and adjacent to existing industrial uses. The Future Land Use Map illustrated in Chapter 4 of this plan is fundamentally consistent with this interchange plan, however, the Future Land Use Map calls for commercial/highway businesses immediately adjacent to the new interchange. As the entire interchange study area is not located in the Harrison County planning jurisdiction, future land use considerations north and southeast of the interchange are only partially discussed in this document

Figure 2-1: Proposed land uses adjacent to a new I-64 interchange



Source: New I-64 Interchange Master Plan 2005



Lanesville Interchange

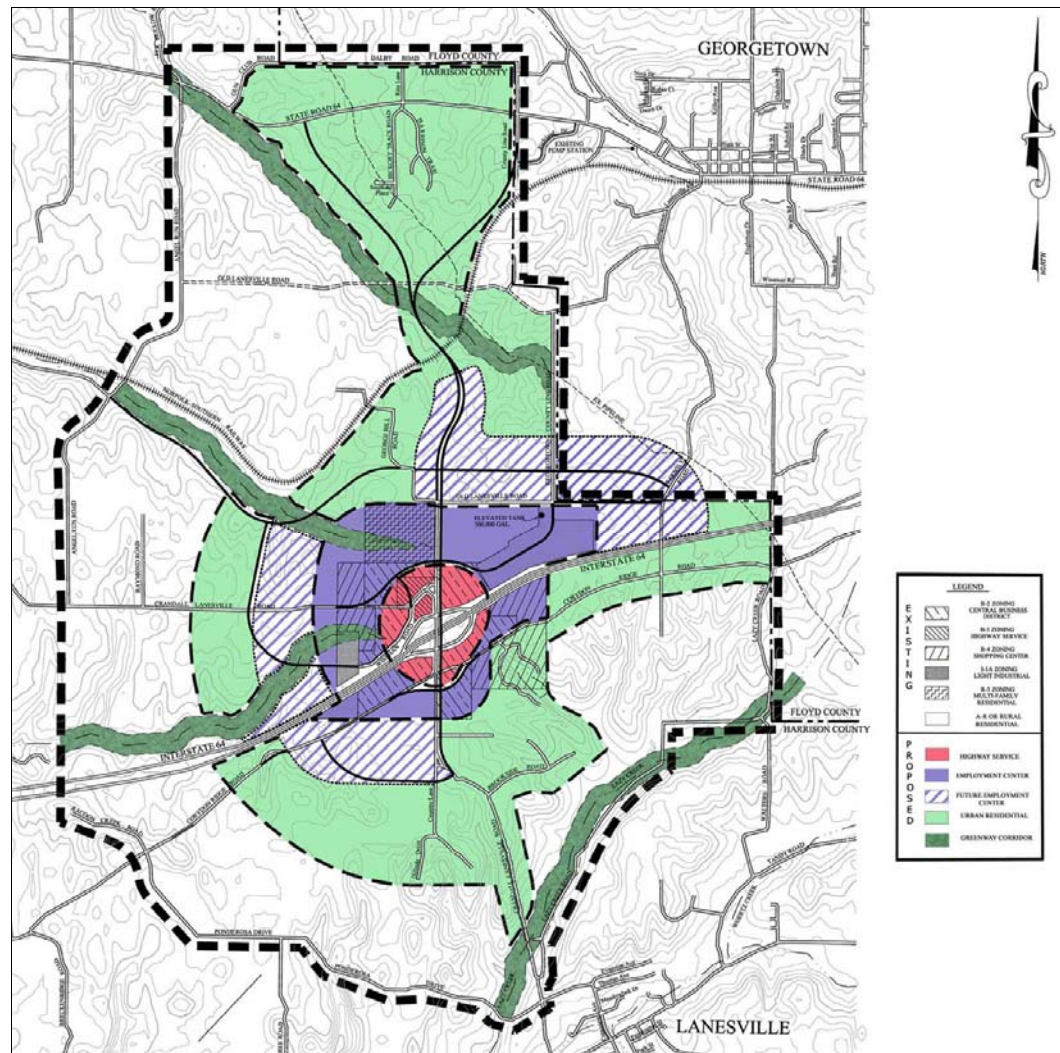
Land adjacent to the I-64 Lanesville interchange represents a significant economic development opportunity for Harrison County. Access to I-64, proximity to the Louisville metropolitan area, and developable land makes development attractive at this location. However, several utility limitations, mainly adequate water and sewer facilities have hindered the development of this interchange. In addition, several road improvements are needed to adequately support the planned development at this interchange. More information on specific transportation improvements is provided in Chapter 5.

Several prior studies have been conducted by Harrison County leaders which evaluate the viability and cost associated with development at the Laneville interchange. The 1996 Site Development Location Report conducted by the Harrison County Chamber of Commerce indicated the Lanesville interchange as one of nine locations suitable for attracting commercial and industrial development to the county. Specifically, the study indicated that the Lanesville interchange was best suited for commercial/technology development and recommended necessary improvements to the water and sewer infrastructure critical to attracting development to this site. Recently, a new 500,000 elevated water tank was built adjacent to the interchange, which was one recommendation of the 1996 study.

The Lanesville Interchange Master Plan, conducted by the Harrison County Plan Commission, further explored potential development of the Lanesville interchange. The plan provides a guide for future land development decisions, infrastructure improvements, and design considerations for future development of the site. The plan calls for the expansion of commercial and industrial zoning districts adjacent to the interchange in order to establish a regional “employment center.” The future land use map provided by the plan is shown in Figure 7-2. This map is consistent with the Future Land Use Map illustrated in Chapter 4 and indicates that highway businesses be located immediately adjacent to the interchange, surrounded by commercial/industrial sites. Residential development is planned for areas adjoining the employment center. The Lanesville Interchange Master Plan should be considered a supplement to the current Harrison County Comprehensive Plan and the official policy of Harrison County concerning the development of this location.



Figure 7-2: Proposed I-64 Lanesville Interchange Employment Center



Source: Lanesville Interchange Master Plan

Ohio River Bridge

As the Ohio River Bridges Project has progressed, Louisville leaders have raised the idea of a third Ohio River bridge located in southeastern Harrison County which would connect western Jefferson County to Harrison County. Harrison County leaders have not expressed an official position of support or opposition for this project, though they are closely monitoring these discussions through an advisory committee to the Bridge Commission studying the project. In general, public comments gathered during the



planning process, especially from residents attending the southern public workshop and open houses, were not supportive of a new Ohio River bridge.

In order to acknowledge current discussions, a concept arrow is used on the Future Transportation Map which is shown in Figure 5-2. County leaders understand the importance of this project and its potential to drastically affect the future development of Harrison County over the planning horizon. An update to the Harrison County Comprehensive Plan would be necessary with any future commitment to construct a third Ohio River bridge.



The existing Matthew E. Welsh Bridge near Mauckport on SR 135

Airport

In recent years, the need for a general aviation airport in Harrison County has been discussed by county leaders as a means to further promote economic development in the county. Currently, Harrison County is one of only a few Indiana counties without adequate infrastructure to support air transportation. Harrison County leaders are presently discussing plans to pursue a feasibility study to examine the viability and potential site for an airport located in the county. Public involvement would be a key component of such a study. Should a site be selected, a focus area plan would be appropriate as an amendment to this comprehensive plan.